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with which is incorporated the
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[2235]

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Hongkong, 8th August, 1906. [2264]

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Hongkong, 18th December, 1906. [2297]

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PRODUCTION OF "THE HOBBY HORSE." So high is the reputation of the organisation familiarly known by the abbreviation which heads this column that residents have come to look to it for a large share of the public entertainment which is associated particularly with the winter season. And it is pleasing to record that the premier amateur dramatic combination in Hongkong never disappoint their patrons. Whatever it takes in hand is well done, and thus it is that a list of its performances is a record of its successes. To that number one more achievement has to be added—the production of "The Hobby Horse." There have been occasions perhaps when the work essayed left something to be desired; but in the present instance there is little ground for criticism. On the contrary there is much which calls for compliment individually and collectively, as the performance reaches a very high standard for amateurs. Of course some of the artists cannot avoid showing little mannerisms. They fail to sink their personality in that which they have assumed, and though to a certain extent the fault may lie with the author, there can be no doubt that as their histrionic experience develops they will remedy these blemishes of their early career. But having pointed that out—and the amateurs remembering that that is only done because of the greater perfection for which we look in them as compared to others—there is nothing but praise to be uttered. Each individual-played-his-or-her-part-in-an-intelligent manner, a manner that showed how much the characterisation had been studied, while the smoothness which

enthused the audience. She was the recipient of two handsome bouquets last night. The very different type of woman found in Miss Constance Moxon had an extremely capable exponent in Miss Ella Rose, who, moving with perfect ease, proved herself an accomplished actress and a decided favourite with the audience. Mr. John Robertson took the part of Mr. Pinching very creditably, and showed a histrionic ability much above the average of amateurs. Mr. T. C. Gray as Allan Jermyn acquitted himself very well, and Miss Rose in the dual rôle of Mrs. Landen and Mrs. Porcher showed undoubted capability. Mr. G. Balloch proved an acquisition to the Club. His impersonation of the hard working, honest clergyman was one of the most effective portrayals on the stage. Mrs. J. Hooper was well suited as Bertha, and among the decayed jockeys there was none more popular than Mr. Northcote as the rather "foxy" Shattock, while Mr. G. Grindle was an excellent supporter in the character of Pews. In their small parts the other members of the cast did all that was expected of them.

It only remains to be said that "The Hobby Horse" was produced under the direction of Mr. John Robertson, whose versatility was displayed in the scenes for the first and second acts, which were painted by him, the third being the work of Mr. H. W. Bird. The Band of H.M.S. Kent played a series of selections during the evening, and when the curtain rang down at the close the audience left exceedingly pleased with the entertainment which had been provided.

POLICE COURT.

Thursday, December 20th.

BEFORE MR. F. A. HAZELDINE (FIRST POLICE MAGISTRATE).

FEMININE AMENITIES.

Mrs. Schmidt, of Wong Nei Cheung Road, summoned Miss Nestor Violet Goldthorn, of No. 7 Wild Dell, for behaving in a manner calculated to cause a breach of the peace. Mr. Gardiner, from the office of Mr. Thomson, appeared for complainant and asked for an adjournment in order that she might have an opportunity of presenting her case fully. Mr. P. W. Goldring for the defendant opposed the adjournment but his Worship fixed the hearing for to-day.

SOUTH AFRICA AND AFTER.

THE EXPERIENCES OF A CHINESE.

At 1.25 p.m. on Wednesday, the 12th inst., as the Hamburg-American S.S. "Staatssekretär Kretschmer" was off Yatoo, S. of the Shantung Promontory, a Chinese was seen to jump overboard at the stern. Notice was given of once to Captain Hansen and the Chief Officer, who were at that moment at dinner. The ship was swinging round immediately and a boat was lowered with the second officer in charge. At first it seemed hopeless that any recovery could be made. In a few minutes, however, the man's head was sighted from the bridge, and in spite of his heavy winter clothing he seemed to be making a desperate bid for rescue. He was picked up and quickly brought on board again. Although much exhausted, with the help of warm clothing and hot water bottles he pulled round during the afternoon. One of the passengers, who was conversant with the Shantung dialect, inquired closely into the cause of his behaviour and gradually elicited the following remarkable story. He was a native of the county of Kuomi, Shantung, and was one of the first party of coolies that left Chusan for South Africa. He left South Africa in company with five other Shantung men, one of whom was named Liang, and was his "sworn" brother. Liang had 42*ta* in gold and he had £4*st* of his own and £1*st* of trust money to bring home for other men from his district. He advanced £10 for extra food money for the party as far as Hongkong. Liang had gambled and lost the whole of his £2*st* and had also borrowed the remaining £1*st* of his money. The expense of the party at Hongkong and thence to Chusan were paid from the £1*st* of trust money, so that he landed in Chusan on November 26th with only £2*st* in gold in his pocket. The others had promised to pay up their shares and Liang said that if he would accompany him to his home in the east of the province he would endeavour to pay up. Whilst on the way, one night at a wayside inn he overheard Liang making arrangements to have him poisoned with opium in his food and then when he was drowsy for the party to throw him over some gully and so leave him. Ere daylight cleared off and struck out for Chusan, leaving his clothes, etc., behind. A native inn at Chusan that knew him advanced some money and clothing and took his ticket for Tsingtao as being the quickest way home to Kaomikien. Other passengers on board said he had been crying all night. He himself said he had as lost face in parting with money that others had entrusted him to bring home and his life had been attempted that he thought he ought to put an end to himself. He evidently changed his mind in the water and seemed very grateful for rescue. Letters found in his purse proved the truth of his story. The greatest praise is due to Captain Hansen and his officers for the management of the vessel and the prompt rescue.

THE HONGKONG COTTON TRADE.

JAPANESE DEVELOPMENTS.

The French Consul at Hongkong reports that the Indian and Japanese cotton cloths have gained a good footing in the Hongkong market, as their prices are much below those of similar British goods. About two years ago there was a falling-off in the imports of this class of goods from Bombay, owing to the enhanced price of the raw material, but, notwithstanding the war then raging, imports from Japan rose from about £200,000 in the year, to nearly £300,000. Hongkong native spinners felt the price of raw material, and the exports to China fell off in consequence. Their trade in shirtings, however, has increased considerably. Imports of American cottons into this island have fallen off considerably, although the Americans are increasing their trade in the North China ports; they are too heavy and costly for the people in the southern part of China. On the other hand the Japanese makers are getting more and more into favour in the Hongkong market, where they seem to be able to hold their own against the Indian products.—*Hongkong Chronicle*.

TEA TRADE EXPANSION.

The trade in tea is beginning to attract attention outside the ordinary business markets by reason of the extensive purchases made here by foreign buyers and by the continuous expansion of deliveries. Since January 1st the re-exports of tea to foreign countries have risen to 46,200,000 lbs, as against 34,300,000 lbs. in 1905, and the quantity consumed at home has advanced to 225,000,000 lbs, as compared with 214,000,000 lbs. during the corresponding tea months last year, making a total increase of nearly 23,000,000 lbs. in deliveries during the same period the receipts of tea in our ports have been 245,00,000 lbs, against 231,000,000 lbs. in 1905, while the stock in bond is shown by the Board of Trade returns to be 108,000,000 lbs, as contrasted with 118,000,000 lbs. a year ago.

INDIA'S CROP.

India has become such a predominant source of tea supplies that the world's growing requirements will not be fully met if any check occurs to the productiveness of our Indian plantations. The latest information from India is reassuring; for although it is stated that the season is likely to close early, production having already ceased in some districts, in others the weather was favourable to its continuance. There is reason, therefore, to hope that the total output will be better than it was last season, and that India will thus be able to supply the increasing demand from countries outside the United Kingdom. This demand is due partly to inability to secure sufficient supplies from other sources, and partly to the growing appreciation of the value of the Indian product. At the end of last month the total entered for shipment from all India was about 142,000,000 lbs, compared with 129,000,000 lbs. last year. If it be true that this year's crop is being sent faster than was the last one the rate of increase may not be maintained until the end of the shipping season in March, but a substantial advance in India's exports seems assured. The bearing acreage is believed to be little if any, larger than it was in 1902 when the total area was reckoned to be 525,000 acres, the new extensions which since then have begun to yield being counterbalanced by the abandonment of old and less profitable plots with a view to economy in working expenses. In 1902-3 the total exports were only 191,000,000 lbs, as against 196,000,000 lbs. this year. They had risen to 214,000,000 lbs. while for this season they may possibly reach a total of 225,000,000 lbs. If this be attained it will mean that it has been found practicable to obtain an increase of 25 per cent. in the output without making any material sacrifice of quality (except during 1904-5), and without any widespread use of artificial manures.

COST OF PRODUCTION.

An increased yield reduces the average cost of production, a process which has also been aided by economies forced upon planters by the fall in the value of tea which followed the raising of the import duties here. From statistics compiled by Mr. Salter, it is calculated that, whereas in 1901 the average cost of the crop laid down in London was about 7*sd*. per lb. (including all charges for production, shipment, agency, and sale), it was not more than about 3*sd*. in 1904 and 5*sd*. for the finer crop in 1905; for this year's larger crop it ought to be somewhat less. Owing to the praiseworthy system followed by many of the principal producing companies of giving full information in their annual reports and balance-sheets, it is possible to see if refined expenditure has been effected by limiting the labour staff, by less thorough cultivation, or by neglect to repair and replace buildings or machinery. There is reason to believe that, as a rule, profits have not been shown at the cost of the proper equipment and upkeep of the estates. But in view of the large amount of capital involved, and the present inquiry for tea shares by investors, this is a point upon which the guidance of an expert in individual cases is desirable. Sales of the current Indian crop as far affected in London amount to about £5,000,000 at an average of about 7*sd*. per lb., compared with about £6,000,000 per lb. sold at the same date last year at about 8*sd*. per lb. No attempt has been made to support the market by withholding supplies, which are being rapidly transferred from growers to distributors, with the result that a larger proportion of Indian tea than hitherto is now being used.

DISAPPEARANCE OF CHINA TEA.

The direction in which trade is moving is shown by the following figures for the last three months, during which business has followed its normal course unaffected by the erratic movements earlier in the year caused by the excitement about the Budget:

	Deliveries for home	Deliveries for Ex-ports, August to October.
—	—	portions.
October.	August to October.	—
1905.	1904.	1905.
1906.	1905.	1906.
India ...	37,150,000	39,000,000
Ceylon ...	25,900,000	25,100,000
China ...	2,000,000	1,600,000
Java, &c.	2,900,000	3,600,000
Total ...	67,900,000	62,900,000
	11,700,000	10,200,000

A glance at these figures shows, among other things, to what minute dimensions the trade in China tea has shrank, and disposed of the frequent fable of its regained popularity. The facts are that very little fine Ceylon is procurable and is costly, while the other China teas cannot compete with British-grown tea either in selling price or quality. The rise in the East-Asian exchanges following the recovery in the value of silver is a further discouragement to China shippers, since it is depriving China of the advantage she had over India and Ceylon when the value of the rupee was fixed at 1*s*. 4*d*, while silver remained so cheap. Four years ago the rate of exchange on Hongkong touched 1*s*. 6*d*, it is now about 2*s*. 3*d*; and on Shanghai it touched 2*s*. 2*d*, it is now nearly 3*s*. 1*d*. It will be difficult, indeed, for China to keep still more to regain trade with silver at 3*s*. per oz. when it could not restrain its own position with silver at 2*s*. Japan adopted a gold standard in 1890, and exporters of her tea are therefore unaffected by the price of silver. But the cost of production of nearly all such commodities has greatly increased in Japan since the war.

OUTLOOK IN CEYLON.

Ceylon is second to India only in its export, and is equal to it in interest by reason of the enterprise of the planters on the island. They have converted an experiment of about 10,000 acres, yielding in 1883 about 100,000,000 lbs. of tea, into a great industry covering 386,000 cultivated acres and yielding in 1905 172,000,000 lbs. of tea as good as anywhere to win its way to the front. Just now the question is being asked whether Ceylon has reached or passed the maximum of production. The total exports since January 1st are no longer than in 1905—1,000,000 lbs. in that year they were 14,000,000 lbs. heavier than in 1904, but London the total amount available is now 4,000,000 lbs. less than last year, owing to the larger quantity taken by colonial or foreign buyers in Colombo, where a market is established which, as in Calcutta, is becoming a serious competitor with London. The future seems to depend (1) upon the quotation for common tea, which is now too low to encourage growers to pack any coarse leaf they can collect, as they are said to have done in 1904-5 when

teabush was infested here by the high import duty; (2) upon the extent to which the productiveness of the gardens can be continuously maintained by the free and expensive manuring now in vogue; (3) upon the effect of interplanting rubber trees among the tea; and (4) upon the chance of the new rubber industry being so successful as eventually to supersede tea altogether wherever it is not being grown with profit. We may leave the future to solve these problems; it is sufficient to note that the present position of Ceylon tea is good. The current average quotation is about 1*d*. per lb. higher than it was a year ago, which means a good addition to profits, and the average for all sorts sold in London by growers since January 1st is about 7*sd*. compared with 6*15*. 1*sd*. last year. Stocks in bond are reduced to 23,000,000 lbs., as contrasted with 29,000,000 lbs. in 1905, and deliveries have expanded as much as can be expected when such a small working stock is held.

THE FAR EASTERN TRADE.

Although the English market has little interest in the foreign overseas trade in tea of China and Japan it is indirectly much concerned, because the customers which remain to these countries are potential buyers of British-grown tea and are numerous enough materially to affect the future. The latest advices show the exports from China to be smaller than they were last season, less being sent to America and more to Europe probably to supplement Russian stocks depleted during the war. Japan's export to America, its only large customer, is estimated in New York to be from 2,000,000 lbs. to 3,000,000 lbs. less than it was last season and 12,000,000 lbs. less than the year before. Tea little is known here respecting the Russian tea trade to disclose the extent to which its larger purchase of our tea here, as well as in Calcutta and Colombo, is due to inability to obtain enough from China, or to a rapidly-growing change of taste in favour of our produce, or to low rates ruling for common tea; but Russia has already taken 12,000,000 lbs. from London this year, against 6,000,000 lbs. last year, in addition to buying more in the local markets. The position in America is more clearly defined, the total receipts from China and Japan direct being estimated to be 71,000,000 lbs. this season, as contrasted with 78,000,000 lbs. in 1905 and 92,000,000 lbs. the year before. It is still debatable whether this falling off denotes declining consumption in the United States or that the tea of the Far East are going out of favour. Unlike the Canadians, Americans are not tea drinkers; coffee is their beverage, and they only use about 1*lb*. per head per annum, as compared with our 6*lb*. per head, but they are steadily increasing their purchases of our produce and there may presently be spare rooms in their warehouses for British growers to fill.

Among other possible sources of supply there remains only Java which exports 30,000,000 lbs. per annum, more or less, of which the greater part goes to Holland and remains there. Its small annual increase is only a drop in the ocean of our needs, but where Java tea comes into competition with our growths it seems to be holding its own, growing owing to the improvement in quality since the estates were planted with bushes raised from seed obtained from Assam. Enough has been said to show that our East Indian and Ceylon tea industries have become valuable Imperial assets, which provide employment for a mass of workers on the gardens, the railways, and docks abroad, keep whole fleets of steamers filled with cargo, and find work for countless hands in the warehouses at home. The trade would seem to merit such encouragement as the local governing authorities can give by removing restrictions upon recruiting labour which are not essential to their welfare and by promoting cheaper means of transport between the gardens and the ports. And considering its importance, not to say beneficial, nature it would seem to have some claim upon the Government for remission of part of the millions still charged at the toll-gates for right of entry here.—*Times*.

BRITISH AND CHINESE CORPORATION (LIMITED).

The report of the directors for the year ended June 30th states that, including the balance brought forward from the previous year (£11,532), the amount to the credit of profit and loss is £23,327, and the directors recommend that a dividend be paid of 5*sd* per share, free of income tax, which is at the rate of 10 per cent. on the amount paid up, the balance of £10,827 to be carried forward. It having become evident that the negotiations which the corporation had in hand end in complete oblivion would require such unremitted personal attention as could not possibly be expected from the corporation's joint agents, the Hongkong and Shanghai Banking Corporation and Messrs. Jardine, Matheson and Co., the directors, with the approval of the joint agents, concluded an arrangement with Mr. J. O. P. Blane, late secretary of the municipal council of Shanghai, to become the representative of the corporation in China and devote his special abilities to negotiations with the Chinese in regard to pending and new business, the joint agents, while co-operating with and supporting him, being relieved of those particular duties. Mr. Blane commenced his services in April last and has been closely engaged, chiefly in Peking, upon the negotiations for the Canton-Kowloon Railway loan and lately for the balance of the Shanghai-Nanking Railway loan. The agreement for the former was signed on the 10th inst., and the Imperial edict in ratification is expected by the end of the month. The corporation's offer for the balance of the Shanghai-Nanking Railway loan has also been accepted, and their representative will now be free to negotiate for other business, including the final agreement for the Szechow-Ningpo Railway loan, and also to give his attention to the Nanping coal concession, in regard to which no progress can be reported.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 20th at 12.20 p.m.—The depression moving over N.E. Japan yesterday, is now moving into the Pacific to the E. of Hakodate. The barometer has again fallen quickly at the Yangtze stations, a new depression which will probably move Eastwards, having appeared over Central China.

Pressure remains low to the South of the Philippines Archipelago.

Decreasing monsoon is indicated in the Formosa Channel and fresh to moderate monsoon over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch.

The forecast for the 24 hours ending at noon to-day is as follows:

E. winds, fresh to moderate, fair, misty.

Same as No. 1.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed.

Letter 4.
P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

NOTICE OF ADJUDICATION AND APPOINTMENT OF TRUSTEE.

No. 35 of 1906.

Re The KWONG CHEUNG Firm of No. 3, Jervis Street, Victoria in the Colony of Hongkong, Drapers and Piece Goods Dealers.

THE abovementioned KWONG CHEUNG Firm was adjudicated BANKRUPT on the Sixth day of December, 1906, and Mr. GEO. K. HALL BRUTTON was appointed Trustee of the Estate of the BANKRUPT.

Dated the 21st day of December, 1906.

GEO. K. HALL BRUTTON,
Trustee.

NOTICE OF APPOINTMENT OF COMMITTEE OF INSPECTION.

FOR SOME TIME PAST, it has been known to this Administration that retransmission of Telegrams between Europe and the Far East via Russia has been effected at Wiesballen Eydkubine. As such remittance is in violation of the existing Telegraph Convention between the Governments of China and Russia, the Telegraph Public is hereby informed that this Administration will refuse to accept Telegrams from Wiesballen at all Chinese Telegraph Stations whenever such messages appear to be of the nature described in the Circular issued by the Interested Agent. Should such Telegrams, through a clerical error, be accepted for transmission, they are liable to be stopped and cancelled at any transmitting Station in China or Russia.

THE IMPERIAL CHINESE TELEGRAPH ADMINISTRATION,
HEAD OFFICE
Hongkong, 21st December, 1906. [2316]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

TO-DAY (FRIDAY),

the 21st December, 1906, at 2.30 p.m., at their

Floor, No. 8, Queen's Road Central,

8, 9, 10, 11, 12, 13, 14,

HOUSEHOLD FURNITURE,
Comprising—

BRASS-MOUNTED DOUBLE BED, STEAD and BEDDING, DINING TABLE and CHAIRS, DINNER WAGON, CHIPONIER, GLASS and CROCKERY, WAKE GAS STOVE, &c., &c., &c.

A number of PICTURES and OIL PAINTINGS.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 21st December, 1906. [2320]

C. DE M. C. VIEIRA-RIBEIRO,
Auctioneer.

FAVoured with instructions will Sell,

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

TO-MORROW (SATURDAY),

the 22nd December, 1906, at 11 a.m., at his

Sale Room, No. 8, Queen's Rd. Central,

DRAPERY GOODS,
Comprising—

CASHMERE and SERGE in Suit-lengths, FLANNELS, FANCY DRESS STUFF, SILKS, COTTON CHECKS, VELVETEENS, SOCKS, RIBBONS, EMBROIDERIES, &c., &c.

One lot of TOYS and FANCY GOODS.

TERMS.—As usual.

Hongkong, 22nd December, 1906. [2321]

IMPERIAL GERMAN MAIL LINE,
NORDDEUTSCHE LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"SEYDLITZ."

Captain Dewes will leave for the above ports TO-DAY, the 21st inst., at 8 A.M.

NORDDEUTSCHE LLOYD,

For further Particulars apply to

MELCHERS & Co., Agents.

Hongkong, 20th December, 1906. [2322]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR."

Captain A. E. Gentles will be despatched for the above Ports on FRIDAY, 28th Inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSON & Co., Ltd., Agents.

Hongkong, 21st December, 1906. [2324]

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship

"SEYDLITZ."

Captain Malchow, having received Consignments of Coal, are hereby requested to send in their Bills of Lading for Counter-signature by the Undersigned and to take immediate delivery of their Goods for consignment.

Optional Cargo will be forwarded unless notice to the contrary will be given before To-DAY.

Any Cargo impeding my discharge will be landed in the Harbour and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th Dec. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th Dec., at 9.30 A.M.

All Claims must reach me before the 4th Jan., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHE LLOYD,
MELCHERS & Co., Agents.

Hongkong, 26th December, 1906. [2325]

THEATRE ROYAL CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB.

WILL PRODUCE
A COMEDY IN THREE ACTS,
ENTITLED

THE HOBBY HORSE.

By ARTHUR W. PINNO.

TO-NIGHT (FRIDAY), 21ST DEC.

TO-MORROW (SATURDAY), 22ND DEC.

Doors Open at 8.30 P.M. Performance 9 P.M.

Booking at the ROBINSON PIANO COMPANY,

Open on and after THURSDAY, 13th Dec., at 10 A.M.

PRICES ... \$3, \$2 and \$1.

SOLDIERS and SAILORS in uniform.

Half Price to Pit Stalls and Pit.

Hongkong, 6th December, 1906. [2321]

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

NOTICE OF ADJUDICATION AND APPOINTMENT OF TRUSTEE.

No. 35 of 1906.

Re The KWONG CHEUNG Firm of No. 3, Jervis Street, Victoria in the Colony of Hongkong, Drapers and Piece Goods Dealers.

The abovementioned KWONG CHEUNG Firm was adjudicated BANKRUPT on the Sixth day of December, 1906, and Mr. GEO. K. HALL BRUTTON was appointed Trustee of the Estate of the BANKRUPT.

Dated the 21st day of December, 1906.

GEO. K. HALL BRUTTON,
Trustee.

NOTICE OF APPOINTMENT OF COMMITTEE OF INSPECTION.

AT the First General Meeting of the Creditors in the above Bankruptcy held on FRIDAY, the 30th day of November, 1906, of the Office of the Official Receiver, Land Office, Queen's Road Central, Victoria aforesaid, So CHAN CHU, the Manager of the LAI CHUN Bank of No. 145, Queen's Road Central, aforesaid; CHAN KAN LIM, the Manager of the TUNG HWA YU Firm of No. 237, Wing Lok Street, Victoria aforesaid and LEUNG CHAK MAN of No. 237, Wing Lok Street aforesaid, were appointed a Committee of Inspection for the purpose of superintending the administration by the Trustees of the Bankrupt's property.

Dated the 21st day of December, 1906.

GEO. K. HALL BRUTTON,
Trustee.

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Dated the 21st day of December, 1906.

GEO. K. HALL BRUTTON,
Trustee.

INTIMATIONS
S. MOUTRIE & CO., LTD.
ESTABLISHED 1875.

BABY GRANDS
BY
RACHELS,
PLEYEI,
REMMLER
AND
ROSENKRANZ.

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALLED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:
S. MOUTRIE & CO., LTD.
York Building, Chater Road, Hongkong, 30th July, 1906. [527]

FOR THE FESTIVE SEASON

LADIES' AND GENTS' BOOTS AND SHOES.

PERFUMERY & TOILET REQUISITES

EASTMAN KODAKS, CAMERAS AND PHOTOGRAPHIC GOODS.

PRICES MODERATE.

A TACK & CO.,
26, DEN VEUX ROAD CENTRAL, Hongkong, 20th December, 1906. [39]

MITSU BISHI GOSHI-KWAIBSHA
(MITSU BISHI CO.)

COAL DEPARTMENT
MARUNO-UCHI, TOKIO.

Code Address, "IWASAKI," which applies to all Branch Offices. ABC 5th Ed., Western Union Codes used. All Letters Addressed:

MANAGER: MITSU BISHI CO., with name of place under BRANCH OFFICES:

NAGASAKI, MOJI, KOBE, KAPATSU SHANGHAI, HONGKONG LTD. HANKOW.

AGENCIES:

YOKOHAMA: M. ASADA, Esq. CHINKIANG: Morris, GRAHAM & CO. MANILA: Morris, MACONDRAY & CO.

SOLE PROPRIETORS OF: Takashima, Ochi, Shirou, Nameida and Kami-Yamada Collieries, and also Ho-Ge Colliery, which will shortly be ready to produce on a large scale the best Bituminous Coal.

The Head and branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

T. MATSUJI, Manager, Hongkong, No. 2, Pedder Street.

THE "DAIY PRESS."

ILLUSTRATED TYPHOON PAMPHLET

CONTAINING A FULL ACCOUNT of the TYPHOON of September 18th, 1906, Illustrated by 20 PHOTOGRAPHIC VIEWS.

PRICE 50 CENTS CASH.

Copies may be obtained from the Daily Press Office or from the Local Booksellers.

Hongkong, 22nd November, 1906. [1280]

NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR." having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 22nd December, will be landed at Consignees' risk and expense into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD., Agents, Hongkong, 19th December, 1906. [2304]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"SIMLA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT RISK IN THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS AT KOWLOON, where each consignment will be sorted out by MARK BY MARK, and delivery can be obtained as soon as the Goods are landed.

This vessel is bound on cargo—

From London, Suez via China.
From Persian Gulf, ex H. I. S. N. & B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 21st Dec., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent,
Hongkong, 15th December, 1906. [1]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKU,"
FROM GLASGOW, MIDDLESBOROUGH, LIVERPOOL AND STRAITS.

CONSIGNEEs of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, whence they will be examined on the 21st Dec., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DO'DWELL & CO., LTD., Agents,

Hongkong, 17th December, 1906. [2303]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEEs of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 24th Dec., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st Dec., or they will not be recognised.

All broken, chafed, damaged Goods are to be left in the Godowns, whence they will be examined on the 24th Dec., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents,

Hongkong, 17th December, 1906. [2304]

NOTICE TO CONSIGNEES.

THE Steamship

"SANDAKAN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before WEDNESDAY, the 19th Dec., at 11 A.M.

No Claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th Dec., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, whence they will be examined on the 24th Dec., at 9.30 A.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHE LLOYD, MELCHERS & CO., Agents,

Hongkong, 18th December, 1906. [5]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALERMO,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT RISK IN THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS AT KOWLOON, where each consignment will be sorted out by MARK BY MARK, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent,

Hongkong, 18th December, 1906. [1]

NOTICES TO CONSIGNEES

SECRETIVENESS AND MYSTERY.

A SCATHING ANALYSIS.

There are some folks who dearly love a mystery, even when it is of their own creation. Of such is Mr. Douglas Story, journalist and war correspondent, whose recent articles in the London Tribune we have more than once criticised. Being in Tokyo last January gleaned information about Japan, and seeking to penetrate the veil of mystery on behalf of the British public, Mr. Story visited "an influential member of the House of Peers, a past Minister of Agriculture and Commerce, an ex-Minister of Justice, long time private secretary of Marquis Ito, and to-day the most trusted friend of the Emperor of Japan." Apparently the mysterious personage thus described is Baron Itō Miyaji. Mr. Story begged him to reveal—the financial policy of Japan, not for publication apparently, but as a guarantee of good faith, and to explain the security upon which loans were sought and the purpose to which money borrowed from Europe and America would be put. The trusted friend of Japan's Emperor was equal to the occasion. He said that Mr. Story created a mystery if he did not see it floating in the air, and we can imagine the sympathetic tone in which he replied: "I cannot say. The traditional policy of Japan is a policy of silence. We never shall reveal anything." Slow music and curtain.

Does Mr. Story really ask us to take this seriously? Is it possible he believes the Japanese can get commercial loans without security or nation loans without credit? Why the criticism directed against the Financial Department during the war was that while other nations raised loans on credit, the Japanese authorities had found it necessary to earmark certain revenues as security for loans raised abroad. Mr. Story has a somewhat curious opinion of financiers. "In the days of war, he told the past Minister of Agriculture and Commerce, 'British and American investors overlooked Japan's security with respect to her policy, her resources, and her assets because of the magnitude of the issues involved.' They gambled on her chances of victory." The "past Minister" can hardly have avoided a smile at this; he probably recollects that the Customs formed security for one loan and the profit of the Tobacco Monopoly for another, and that gamblers generally look for a higher possible return than six per cent on their ventures. However he maintained the outward air of mystery that Mr. Story clearly loves, and "answered with assurances of the good faith of Japan." Mr. Story had asked for "facts, not platitudes," and went away unsatisfied.

Now Mr. Story, obsessed with the idea that the Japanese are concealing something and maintaining a silence about their finances as deep as the grave, will doubtless be surprised to learn that he is all the while pushing at an open door. There is no mystery about Japan's finances; there is no concealment or refusal to give information. On the contrary, the Japanese Government does what it can by no other Government; it not only publishes voluminous figures recording all the intricacies of national finance, the ebb and flow of trade reserves of banks, rates of wages, financial position of companies, prices of stocks and shares, the volume of deposits as varying from month to month—but translates this information into the language which renders it most easily accessible to the world's financial circles. Mr. Story says Japan has no money, and to secure the means to make her an effective competitor in the world of commerce she must come to her older rivals for funds. "To obtain that money she must satisfy her allies and her creditors with the publication of both political and commercial balance-sheets, with properly audited accounts, with facilities for the scrutiny of herasists." Mr. Story appears to think these are kept in a safe and could be inspected by a committee of bondholders. When he says that so far neither commercial nor political balance-sheets have been presented to the world by Japan, we simply cannot understand what he means. Few Powers have been more open in this respect, and if the various publications issued by the Japanese Government present a somewhat rosy view so far as comment is concerned, that is but natural! The official view is generally optimistic. But the figures are there to be checked and interpreted by experts independent of the commentary. Apart from the serious menace due to Japan's armament expansion, which has caused much alarm of heart among economists abroad, the verdict has so far been favourable. At any rate, the concealment, mystery, secretiveness or characterising Japan's policy in these matters, has existence simply in his own imagination.—Japan Chronicle.

AN ANCIENT PENTATEUCH.

SAMARIA'S TREASURE.

HIGH PRIEST ASKS £5,000.

THE ONLY SURE CURE.

That is a Lady's Opinion of Mother Seigel's Syrup. She Had Suffered All Her Life.

INDIGESTION, CONSTIPATION, HEADACHES AND WIND CURED BY THIS SOVEREIGN REMEDY.

INDigestion attacks old and young alike and they are few and lucky who escape its tortures. It makes strong men weak and fair women pale and hollow-cheeked. It seizes the vitality, withers the heart and blights the lives of its victims, and if allowed to go on, prepares the way for greater troubles. Your very existence depends on the power to digest, and when this power fails your whole body must suffer. The food you eat, instead of nourishing, turns to poison and fills your system with impurities. When you feel the symptoms—languor, oppression, heat, headache—do not delay; take Mother Seigel's Syrup at once and you will be spared weeks, months, years perhaps of suffering.

Mrs. A. Brown, Wood Lane, Bromley, near Aylesford, Kent, knows the value of this great remedy which cured her of life-long indigestion when all else had failed. Here is her story dated April 6, 1906:—

A VICTIM'S STORY.

"In my opinion Mother Seigel's Syrup is the only sure cure for indigestion. It cured me of that dreadful complaint when all other things had failed. All my life I had been subject to indigestion. I always had a bad taste in my mouth and a feeling of oppression after eating. This grew worse till I was in almost constant pain. Before I had swallowed two mouthfuls of food the pain used to come on and I could eat no more. I was terribly troubled with wind and frequent splitting headaches. Another thing that troubled me greatly was constipation. This was a constant affliction, and though I took many sorts of pills none of them did me any real good. A doctor who attended me from time to time also failed to relieve me.

AT LAST—MOTHER SEIGEL'S SYRUP

"At last I was advised to try Mother Seigel's Syrup and I soon found it was all that had been said of it and more. It regulated my bowels and banished all my pain. I found I could eat without ill effect and soon I was better than I had been for years. I am at present in the best of health; I eat what I like and never suffer from it."

As Mother Seigel's Syrup cured Miss Brown so it will cure you. Try it and be convinced.

[514-4]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (FRIDAY) AND TO-MORROW (SATURDAY), The 21st and 22nd DECEMBER, at 2 P.M., each day, at their SALES ROOMS No. 8, Des Vaux Road, Corner of Ice House Street.

A VERY-FINE COLLECTION OF

JAPANESE ART CURIOS AND SILK EMBROIDERIES.

COMPRISES—HANDSOMELY CARVED IVORY FIGURES, SILVER-MOUNTED BRONZE VASES, BEAUTIFUL BRASS AND SILK-EMBROIDERED SCREENS, CUSHION and TABLE COVERS, MONOS, CUT-VELVET PICTURES, MAKUDZU and IMARI VASES, INCENSE BURNERS, BOWLS, WALL PLATES, GOLD and SILVER CLOISONNE VASES, TEA

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

SHANGHAI and JAPAN	{ BORNEO Capt. G. W. Gordon, R.N.E.	About 23rd December	Freight and Passage.
SHANGHAI	{ DELTA Capt. C. L. Daniel	About 28th December	Freight and Passage.
LONDON, &c., via USUAL PORTS	{ DELHI Capt. J. D. Andrews, R.N.E.	Noon, 29th December	Six Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 19th December, 1906.

CHINA NAVIGATION CO.
LIMITED.

FOR STEAMERS TO SAIL

NINGPO and SHANGHAI	" KUOKIANG "	On 21st Dec., 4 P.M.
MANILA	" TEAN "	On 26th Dec., 4 P.M.
YOKOHAMA and KOBE	" CHINGTU "	On 28th Dec., 4 P.M.
CEBU and ILOILO	" KAIFONG "	On 5th Jan., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE	" CHANGSHA "	On 6th January.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

+ Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

+ Taking Cargo and Passengers at through rates to all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th December, 1906.

III

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR THE CO'S AS.	LEAVING	
* TAMSUI VIA SWATOW AND AMOY	{ "MASAN MARU" Capt. I. SAKURAI	SUNDAY, 23rd Dec., at DAYLIGHT.
+ SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	{ "SOSHU MARU" Capt. T. SUZUKI	TUESDAY, 25th Dec., at DAYLIGHT.
TAMSUI VIA SWATOW AND AMOY	{ "QUARTA"	FRIDAY, 21st Dec., at 8 A.M. Capt. H. MADSEN

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Apartments, Unrivalled Table.

+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Offices, at Second Floor, No. 1, Queen's Buildings,

Hongkong, 20th December, 1906.

T. ARIMA, Manager.

IV

PASSENGER SEASON
1907.

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

" MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.E.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,
AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 FIRST AND £42 SECOND SALOON,
To LONDON—£65 FIRST AND £44 SECOND SALOON.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

1899

Hongkong, 11th October, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,

ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG,

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,

NORTH AND SOUTH AMERICAN PORTS,

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

1907

PRINZ EITEL FRIEDRICH	WEDNESDAY	2nd January
SEYDLITZ	WEDNESDAY	16th January
PRINZ HEINRICH	WEDNESDAY	30th January
GNEISENAU	WEDNESDAY	13th February
PREUSSEN	WEDNESDAY	27th February
PRINZESS ALICE	WEDNESDAY	13th March
Zieten	WEDNESDAY	27th March
PRINZ REGENT LUITPOLD	WEDNESDAY	10th April
PRINZ EITEL FRIEDRICH	WEDNESDAY	24th April
		8th May

RATES OF PASSAGE MONEY FROM HONGKONG:
TO NAPLES, GENOA AND GIBRALTAR 1st Class 261 0 0
return 91 0 0 222 0 0
TO SOUTHAMPTON, LONDON, BREMEN 65 0 0 44 0 0
AND HAMBURG 97 0 0 66 0 0 33 0 0

* To NEW YORK VIA SUEZ
VIA NAPLES, GENOA OR GIBRALTAR 64 0 0 44 0 0 26 0 0
VIA BREMEN OR SOUTHAMPTON 68 0 0 46 0 0 27 0 0
return 123 0 0 83 0 0 49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.
ROUTE VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail-steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.
INTERUPTION OF THE VOYAGE IN EGYPT:
Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.
VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS

SAILING DATES

SANDAKAN ... 1793 tons ... FRIDAY, 4th Jan.

MANILA ... 1790 tons ... FRIDAY, 1st Feb.

PRINZ WALDEMAR ... 3277 tons ... THURSDAY, 28th Feb.

ON FRIDAY, the 4th JANUARY, at NOON, the Steamer "SANDAKAN," Captain Wenzig, with Mails, Passengers and Cargo, will leave this port as above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:
TO MANILA ... 1st Class 350—2nd Class 330—3rd Class 320—return 380—340—
NEW GUINEA ... 223—218.10—214.00—return 242—237.15—
TO BRISBANE ... 230—220—214—return 254—236—
SYDNEY ... 233—223—215—return 259—241.10—
TO MELBOURNE ... 234.10—224.10—216—return 262.5—244.5—
TO YOKOHAMA ... 350.00—360.00—340.00—return 317.00—312.00—
TO KOBE ... 395.00—370.00—350.00—return 317.00—312.00—
TO HONGKONG ... 140.00—136.00—130.00—

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 1st Class 237.0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA 96.0. 0.
From Australia to New York via Vancouver by the J.P.R. Co.'s steamers, or via San Francisco by the O. & O.S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "SEYDLITZ" ... Friday, 21st Dec., 8 A.M.

SHANGHAI, NAGASAKI, "PRINZ HEINRICH" ... Wednesday, 2nd Jan.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers, or via San T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:-

To London via Plymouth or Southampton 1st Class 262.0. 0.

To Bremen 63.10. 0.

To Paris via Cherbourg 65.0. 0.

To Naples, Genoa via Gibraltar 65.6. 9.

Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

6

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY
BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.
CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.
CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO., AGENTS.

1242

CANADIAN PACIFIC RAILWAY.
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPERESS LINE" Saving 5 to 10 days Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER,

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS

POST OFFICE NOTICES.

CHRISTMAS CARDS.

Christmas Cards (if prepaid at Printed Matter rates) must be posted either in an unfastened envelope or in a cover which can be easily removed for the purpose of examination without breaking any seal or tearing any paper or separating any adhering surfaces. Covers may be secured with string.

Cards in closed envelopes with notched ends or corners cut will be taxed as letters. The best method of sending Cards is to enclose them in an envelope with the flap turned in.

The *Sabre*, with the French mail of the 23rd ultimo, left Singapore on Monday, the 17th inst., at 5 p.m., and may be expected here on or about Monday, the 24th instant. This packet brings replies to letters despatched from Hongkong on the 26th October.

YOR

PER

DATE

Marco	Friday	21st, 1.15 P.M.
Ningpo and Shanghai	Friday	21st, 3.00 P.M.
Amoy	Friday	21st, 3.00 P.M.
Manila	Friday	21st, 4.00 P.M.
Amoy, Singapore, Chungking and Rangoon	Friday	21st, 5.00 P.M.
Karitai, Kobe, Yokohama, Callao & Iquique	Saturday	22nd, 11.00 A.M.
Macau	Saturday	22nd, 1.15 P.M.
Moji and Salina Cruz	Saturday	22nd, 2.00 P.M.
Shanghai, Yokohama and Kobe	Saturday	22nd, 3.00 P.M.
Shanghai	Saturday	22nd, 3.00 P.M.
Swatow, Amoy and Tamsui	Saturday	22nd, 5.00 P.M.
Tsingtao, Nagasaki and Vladivostock	Tuesday	25th, 10.00 A.M.
		Tuesday
Europe, etc., India via Tuticorin		10.45 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		

Shanghai, Meiji, Kobe, Yokohama, Victoria, B.C. and Seattle, San Francisco, etc.

Singapore, Penang and Colombo, etc.

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaidia and Perth, etc.

SHANGHAI, NAGASAKI, KOREA, YOKOHAMA, BOROBUDUR AND SAN FRANCISCO, etc.

(Supplementary bell on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Singapore, Penang and Calcutta

Yokohama and Kobe

XMAS DELICACIES.

SUCH AS—

SWEETS FROM THE LEADING CONFECTIONERS OF ENGLAND AND PARIS.

TOM SMITH'S XMAS CRACKERS.

CADBURY'S CHOCOLATES

In Dainty Boxes Suitable for Presentation.

XMAS AND NEW YEAR'S CARDS

OF Various Designs.

FRESH XMAS CAKES, MADE FROM THE BEST INGREDIENTS, AND FRESH AUSTRALIAN BUTTER.

H. RUTTONJEE.

WINE AND PROVISION MERCHANT.

Hongkong, 1st December, 1906.

JOINT STOCK SHARES.

Hongkong, December 20th.		
COMPANY.	PAID UP.	QUOTATIONS.
Alambra	\$200	\$120.
Banks—		
Hongkong & Sh'hai	\$125	\$82.
National B. of China	\$2	\$4, buyers
Bell's Asbestos F. A.	12a. 61.	\$7, sellers
China-Borneo Co.	\$12	\$10, sellers
China Light & F. Co.	\$10	\$16, sellers
China Provident	\$10	\$10.25.
Cotton Mills—		
Ewo	Tls. 50	Tls. 75.
Hongkong	\$10	\$12, sellers
International	Tls. 75	\$14.45.
Law Kung Mow	Tls. 100	\$14.80
Soyono	Tls. 500	\$16, buyers
Dairy Farm	\$6	\$16, sellers
Docks and Wharves—		
H. & K. Wharf & G.	\$60	\$84, buyers
H. & W. Dock	\$60	\$145.
New Amoy Dock	\$60	\$164, sellers
Shanghai Dock & Eng. Co. Ltd.	Tls. 100	Tls. 104.
Sh'hai & H. Wharf	Rs. 100	Tls. 235.
Fenwick & Co. Geo.	\$25	\$22, sellers
Green Island Cement	\$10	\$20, buyers
Hongkong & G. Gas.	\$10	\$17, buyers
Hongkong Electric	\$10	\$16, buyers
H. L. Transport	\$100	\$215.
Hongkong Hotel Co.	\$60	\$124.
Hongkong Rope Co.	\$10	\$295, sellers
Hongkong S. Waterboat	\$10	\$17.
Insurance—		
Canton	\$50	\$297, sellers
China Fire	\$20	\$32, sellers
China Traders	\$25	\$35.
Homakong Tins	\$50	\$35, sellers
North China	\$25	\$18, \$21, sellers
Union	\$100	\$760, buyers
Yantze	\$60	\$106, sellers
Land and Building—		
Hongkong Land & Esq.	\$100	\$105, buyers
Hongkong Estate	\$100	\$114, buyers
Kowloon Land & B.	\$50	\$134, sellers
Hur	Tls. 50	Tls. 95 & now issue, buyers
Shanghai Land	Tls. 50	Tls. 56, new issue
West Point Building	\$100	\$50, sellers
Mining—		
Charbonnages	Frs. 250	\$450, nominal
Raubs	1/10	\$81, sales
Philippine Co.	\$10	\$5.
Edison—		
China Sugar	\$100	\$145, sellers
Luzon Sugar	\$100	\$122, sellers
Steamship Companies		
China and Manilla	\$25	\$21, sellers
Douglas Steamship	\$50	\$37, sellers & buy.
H. C. & M. M.	\$10	\$19.
Indo-China S.N.C.	\$20	\$20, sellers
Shell Transport Co.	\$10	\$20.
Star Ferry—	\$6	\$17.
Do. Now.	\$25	\$22.
South China M. Post.	\$10	\$32.
Steam Laundry Co.	\$10	\$30, sellers
Stores & Dispensaries	\$10	\$30, sellers
Campbell, M. & Co.	\$10	\$11, buyers
Powell & Co., Wm.	\$10	\$11, buyers
Watkins	\$10	\$11.75, buyers
United asbestos	\$6	\$9, buyers
Do. Foundry	\$10	\$150.
VERNON & SMYTH.		

HONGKONG TIDE TABLE.

From December 21st to 27th, 1906.

To correct Zone Time add 33 min. and 18 sec.

HIGH WATER.		LOW WATER.	
Time	Date	Time	Date
10.00	Dec. 21	10.30	Dec. 21
10.30	Dec. 22	10.45	Dec. 22
10.45	Dec. 23	10.50	Dec. 23
10.50	Dec. 24	10.55	Dec. 24
10.55	Dec. 25	11.00	Dec. 25
11.00	Dec. 26	11.05	Dec. 26
11.05	Dec. 27	11.10	Dec. 27

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 20th

Previous Day	On Date at	On Date at
10 a.m.	10 p.m.	10 p.m.
29.98	30.03	29.92
65	68	66
87	74	81
E	E	ESE
+	+	3
o	c	b

Highest open air Temperature on 16th.... 69

Lowest open air Temperature on 16th.... 61

Wind force.....

Cloudiness.....

Weather.....

Rain.....